MUNI Route Changes
JANUARY 27, 1982

IT'S OUR MOVE!

On January 27, 1982, MUNI is introducing 25 new and improved routes for better crosstown service and faster connections to downtown.

The changes, all described in this tabloid, are Phase 2 of MUNI's Five-Year Service Design Plan which began in 1979. Many of you are familiar with Phases 1A and 1B which were successfully implemented in 1980 and have resulted in a 12% increase in MUNI ridership.

The concept behind Phase 2 is to reorient MUNI service into a modified "grid" pattern to better serve all areas of the City—and to move away from the "radial" pattern of past decades which concentrated service to and from downtown.

The Phase 2 changes have been approved by the San Francisco Board of Supervisors and the Public Utilities Commission; and before that, 15 neighborhood meetings and public hearings were held to receive public comment and advice.

With these changes most passenger trips will require a maximum of one transfer. MUNI is also introducing a new concept: "timed transfers." Connecting lines at Forest Hill Station (43 and 44) and San Francisco State (17, 28 and 29) will be timed to meet together after 7 PM, eliminating long waiting for transfers.

Inside are route maps and descriptive material for all 25 route changes. Be sure to save this newspaper for future reference. City-wide Interim Maps, frequency guides and timetables are also available. To obtain copies, use the handy order form on the next page. For additional information call 673-MUNI.

GUIDE TO NEW MUNI LINES

If you ride this line now...	You'll be served by one of these lines...
1	1, 3, 4
3	3
4	4
10	10, 24
11	J, 11, 12, 14, 48, BART
16X	16X
17	17
17X	M, 12, 14, 17, 17X, BART
18	10, 18
21	21, 44
24	24
28	28, 29, 43
35	35, 48
36	14, 26, 36, 43
43	43
44	28, 44
45	45
54	54
55	1, 4
56	29, 56
66	N, 66
70	17, 18, 28, 70
72	N, 29, 71, 72X
81	29, 54

GUIDE TO FREQUENCY OF SERVICE

Route Name	Weekday				Weekend	
	7-9 AM	9AM-4PM	4-6PM	Eve	Day	Eve
1-California	3	7	3	20	10	20
2-Clement	9	15	9	20	15	20
3-Jackson	9	15	9	20	15	20
4-Sutter	9	15	9	—	—	—
10-Monterey	15	15	15	20	20	20
11-Hoffman	12	—	12	—	—	—
16X-Noriega Express	5	—	5	—	—	—
17-Parkmerced Local	10	20	10	20	20	20
17X-Parkmerced Express	12	60	12	—	—	—
18-46th Avenue	15	15	15	20	15	20
21-Hayes	5	8	5	20	15	20
24-Divisadero	8	10	8	20	15	20
28-19th Avenue	6	10	6	20	15	20
29-Sunset	12	15	12	20	15	20
35-Eureka	20	20	20	20	20	20
36-Teresita	20	20	20	30	30	30
43-Masonic	10	12	10	20	15	20
44-O'Shaughnessy	7	10	8	20	10	20
45-Greenwich	5	10	5	20	11	20
48-Quintara/24th Street	12	10	12	20	20	20
54-Felton	20	20	20	20	20	20
56-Rutland	20	20	20	20	20	20
66-Quintara	15	30	15	30	30	30
70-Lake Merced	20	—	20	—	—	—
72X-Sunset Express	10	—	10	—	—	—
81X-Caltrans Express	5	—	5	—	—	—

Coming Attractions

- ★ Self-service ticketing will be provided for cable car passengers at the Powell and Market Street shelter in early 1982.
- ★ Construction on electrification of the 24-DIVISADERO line will begin in the summer of 1982.
- ★ MUNI Fast Passes will be honored on BART within San Francisco starting the fall of this year.
- ★ Twenty-two new Light Rail Vehicles have been purchased for the MUNI Metro system, scheduled for delivery in late 1983.

FOR MORE INFORMATION
Call 673-MUNI
Or use this order form to obtain maps, frequency guides and timetables

MUNI

San Francisco Municipal Railway
949 Presidio Avenue
San Francisco, CA 94115

ORDER FORM

Mail to: MUNI Information
949 Presidio Avenue
San Francisco, CA 94115

Enclose this order form with a stamped, self-addressed, business size envelope.

Please send me one copy of each of the following:

- ☐ Phase 2 Interim Map
- ☐ Richmond route changes
- ☐ Sunset route changes
- ☐ Southeast City route changes
- ☐ Guide to Frequency of Service (system-wide)

Timetables for individual lines (limit of three):

_____ _____ _____

_____ _____ _____

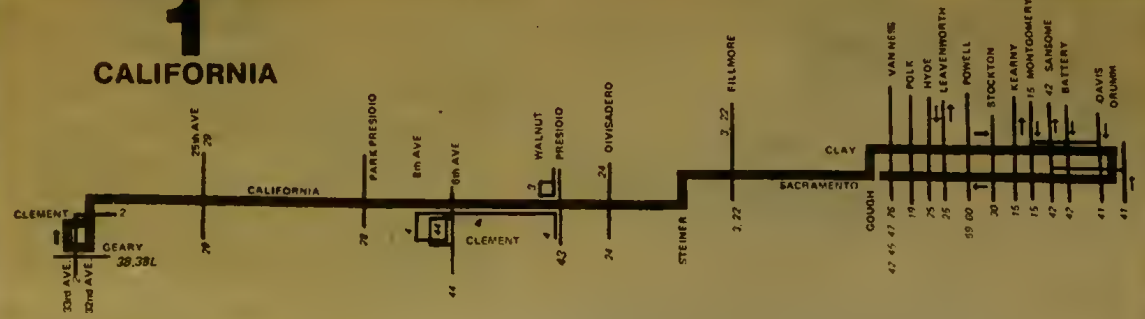
_____ _____ _____

NAME _____

ADDRESS _____

CITY _____ ZIP_____

1 CALIFORNIA



New East-West Richmond-Downtown Service

The 1-line and the 55-SACRAMENTO will be combined into one direct downtown trolley coach line, thus bringing quiet, efficient hill-climbing trolley coaches to the steep grades of Sacramento and Clay Streets on Nob Hill. The 1-CALIFORNIA route will remain the same from 33rd and Geary to California and Presidio. It will then continue east on California, following the present 55 route to Embarcadero Center.

This new 1-CALIFORNIA service will connect the outer Richmond with Laurel Village, Pacific Heights, Pacific Medical Center, Nob Hill, Chinatown, Downtown and Embarcadero Center. Passengers who now ride the 1-line from outer California to Sutter Street and Union Square will be able to take the 2-CLEMENT on Clement Street or the extended 4-SUTTER at 6th Avenue and Clement. Riders on the present 55-line will enjoy silent, reliable trolley coach service on Sacramento and Clay Streets.

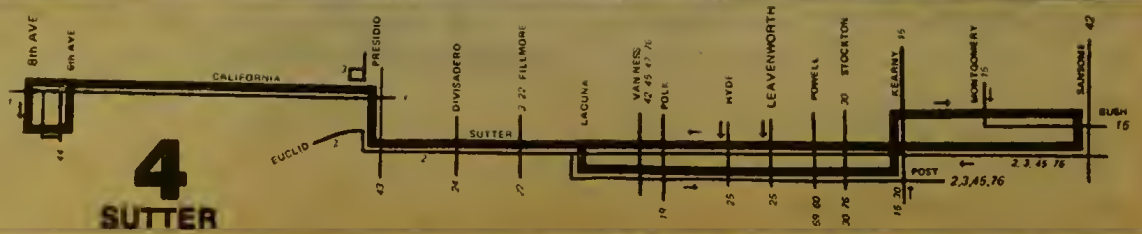
3 JACKSON

Extended Hours

With the combining of the 1 and 55 lines into a new 1-CALIFORNIA line, the 3-JACKSON will operate as a separate route from 6 AM to midnight, instead of stopping at 6 PM.

Daytime Service to Union Square

This route will operate every weekday from 6 AM to 7 PM from 6th Avenue and Clement to Union Square and the Sutter Street area. It will serve present riders of the 1-CALIFORNIA to Union Square, connecting the Richmond with Laurel Village, Sutter Street, Union Square and Downtown.



4 SUTTER

10 MONTEREY

East-West Service from Bernal Heights to the Zoo

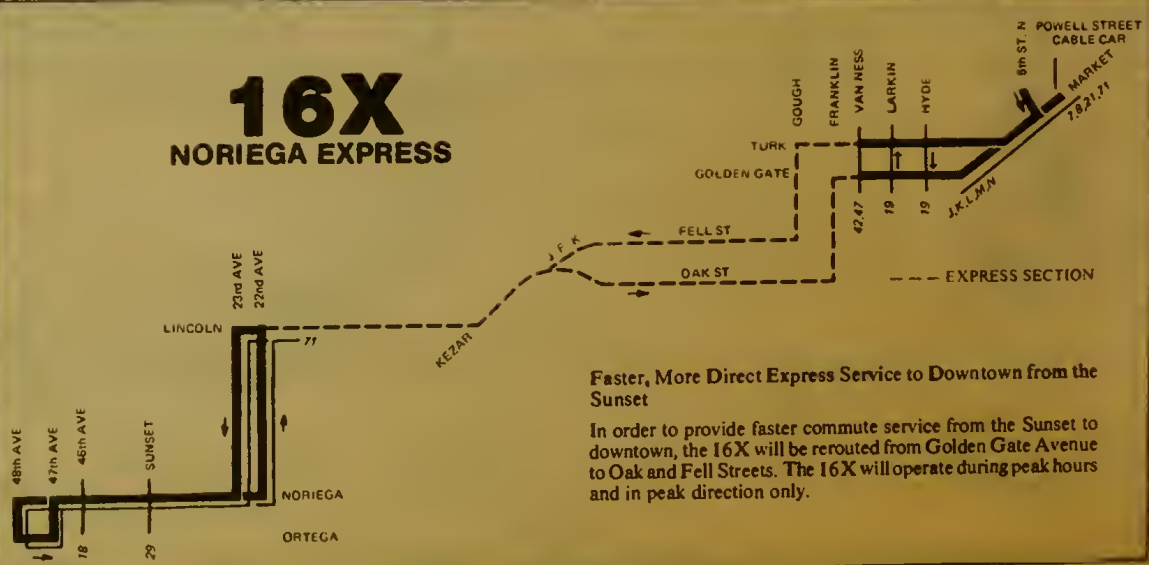
Rerouting of this crosstown line will provide direct service from St. Mary's Park along Crescent Street to the Glen Park BART Station. The 10-MONTEREY spans the City from Bayshore Blvd. to City College and the West Portal shopping area, and on out to Lowell High School and the Zoo.

11 HOFFMAN

Peak-hour Service Only

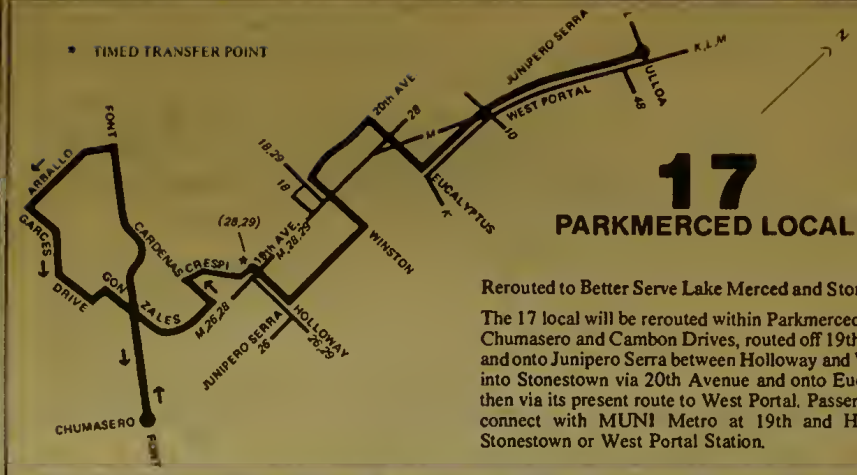
The crosstown portion of the present 11-line will be served by the new 48-QUINTARA/24TH STREET line, while the 11-line will become a peak-hour, peak-direction-only route. As such, this line will supplement MUNI Metro J-CHURCH operations. Midday riders of the 11 will be able to use the new 48-line—transferring to the J at 24th and Church, to the K, L or M at West Portal, or the Mission Street lines at 24th and Mission.

16X NORIEGA EXPRESS



Faster, More Direct Express Service to Downtown from the Sunset

In order to provide faster commute service from the Sunset to downtown, the 16X will be rerouted from Golden Gate Avenue to Oak and Fell Streets. The 16X will operate during peak hours and in peak direction only.



17
PARKMERCED LOCAL

Rerouted to Better Serve Lake Merced and Stonestown

The 17 local will be rerouted within Parkmerced to serve Chumasero and Cambon Drives, routed off 19th Avenue and onto Junipero Serra between Holloway and Winston, into Stonestown via 20th Avenue and onto Eucalyptus, then via its present route to West Portal. Passengers can connect with MUNI Metro at 19th and Holloway, Stonestown or West Portal Station.

21
HAYES

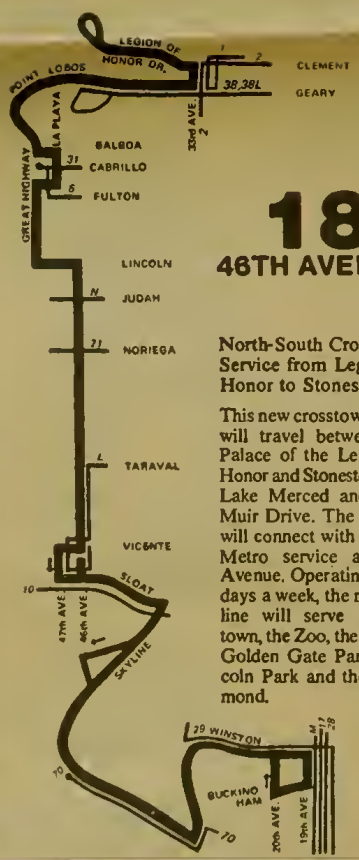
East-West Downtown Service

With the rerouting of the 44-O'SHAUGHNESSY to 6th Avenue, the 21 will no longer operate on 6th Avenue to California Street. This change will focus the 21-line as a downtown service and eliminate duplicate routings in the Richmond. Passengers who now ride the 21 from 6th Avenue should instead ride the 44 and transfer to the 5-FULTON or 21-HAYES at Fulton.

Faster Service Downtown

During off-peak hours, the 17X will be rerouted off Alemany Blvd. to begin freeway operation at San Jose Avenue and I-280. This express line will no longer serve the Alemany and Ocean stop; the last stop will be at Chumasero and Brotherhood. Until further notice, during peak hours the 17X will continue Alemany operation, with one stop at Stonybrook and Trumbull. The 17X supplements downtown service provided by the MUNI Metro M-OCEAN VIEW.

17X
PARKMERCED EXPRESS



18
46TH AVENUE

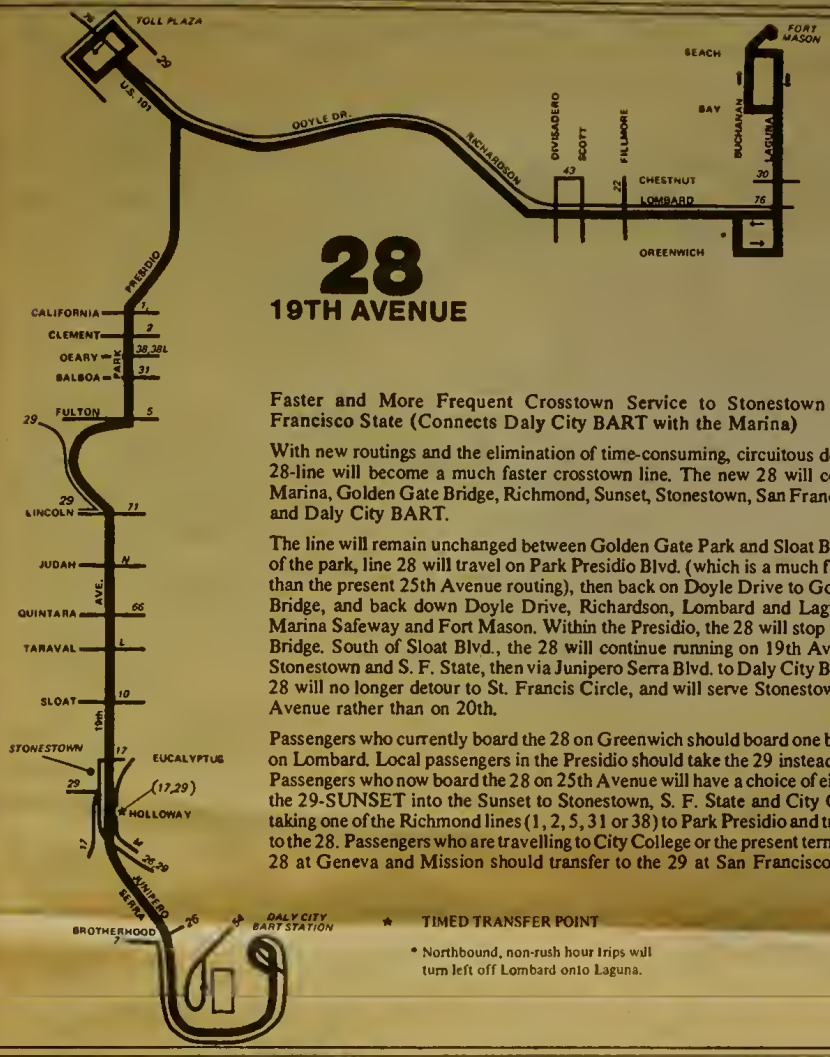
North-South Crosstown Service from Legion of Honor to Stonestown

This new crosstown route will travel between the Palace of the Legion of Honor and Stonestown via Lake Merced and John Muir Drive. The 18-line will connect with MUNI Metro service at 19th Avenue. Operating seven days a week, the new 18-line will serve Stonestown, the Zoo, the Sunset, Golden Gate Park, Lincoln Park and the Richmond.

24
DIVISADERO

Extended through Upper Noe Valley over Bernal Heights to Third Street

The southern portion of the 24-line will be extended from Castro and 26th Streets over Cortland Avenue (where it replaces the 10-MONTEREY in Bernal Heights) to Third and Palou Streets. As a major L-shaped crosstown line, the 24-DIVISADERO will connect the neighborhoods of Pacific Heights, Western Addition, Eureka Valley, Noe Valley, Bernal Heights and Bay View.



28
19TH AVENUE

Faster and More Frequent Crosstown Service to Stonestown and San Francisco State (Connects Daly City BART with the Marina)

With new routings and the elimination of time-consuming, circuitous detours, the 28-line will become a much faster crosstown line. The new 28 will connect the Marina, Golden Gate Bridge, Richmond, Sunset, Stonestown, San Francisco State and Daly City BART.

The line will remain unchanged between Golden Gate Park and Sloat Blvd. North of the park, line 28 will travel on Park Presidio Blvd. (which is a much faster route than the present 25th Avenue routing), then back on Doyle Drive to Golden Gate Bridge, and back down Doyle Drive, Richardson, Lombard and Laguna to the Marina Safeway and Fort Mason. Within the Presidio, the 28 will stop only at the Bridge. South of Sloat Blvd., the 28 will continue running on 19th Avenue, past Stonestown and S. F. State, then via Junipero Serra Blvd. to Daly City BART. The 28 will no longer detour to St. Francis Circle, and will serve Stonestown on 19th Avenue rather than on 20th.

Passengers who currently board the 28 on Greenwich should board one block away on Lombard. Local passengers in the Presidio should take the 29 instead of the 28. Passengers who now board the 28 on 25th Avenue will have a choice of either riding the 29-SUNSET into the Sunset to Stonestown, S. F. State and City College, or taking one of the Richmond lines (1, 2, 5, 31 or 38) to Park Presidio and transferring to the 28. Passengers who are travelling to City College or the present terminal of the 28 at Geneva and Mission should transfer to the 29 at San Francisco State.

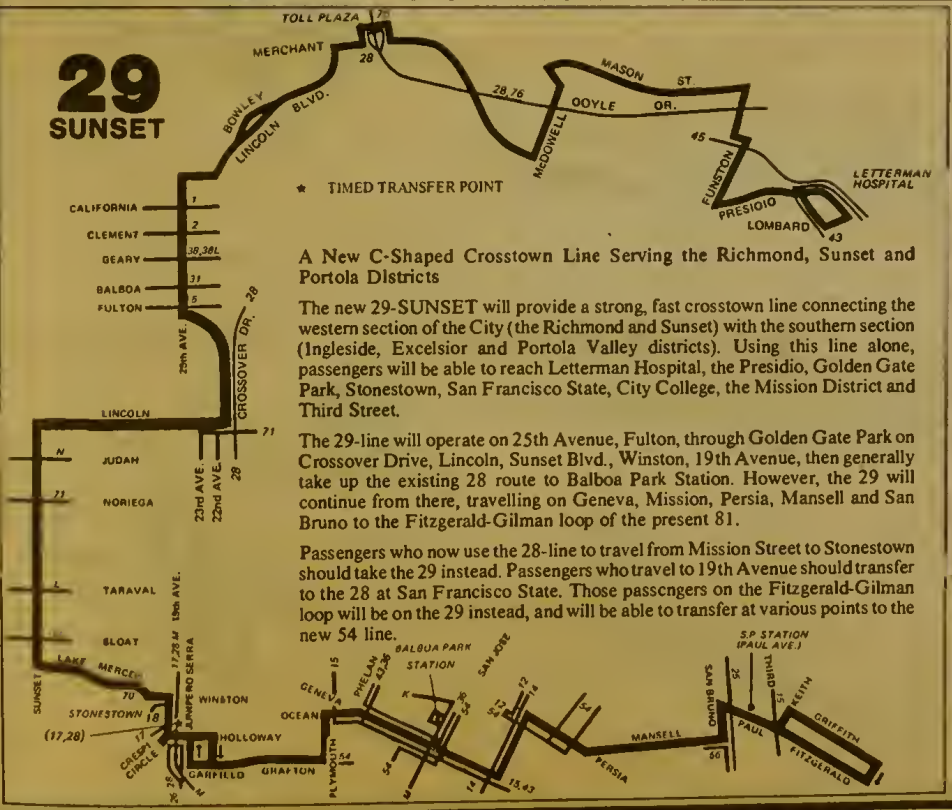
★ TIMED TRANSFER POINT

* Northbound, non-rush hour trips will turn left off Lombard onto Laguna.

35
EUREKA

Community Service between Castro-Market and Noe Valley

With the introduction of the new 48-QUINTARA/24TH STREET service, the 35 will become a community service line between Castro Street Station and Noe Valley. When the 24-DIVISADERO is extended down Castro Street to 30th Street (scheduled for 1983), the 35 will again be adjusted. In the meantime, riders who now use the 35 to travel between General Hospital and the Castro area should transfer to the 48-line at 24th Street.



29
SUNSET

A New C-Shaped Crosstown Line Serving the Richmond, Sunset and Portola Districts

The new 29-SUNSET will provide a strong, fast crosstown line connecting the western section of the City (the Richmond and Sunset) with the southern section (Ingleside, Excelsior and Portola Valley districts). Using this line alone, passengers will be able to reach Letterman Hospital, the Presidio, Golden Gate Park, Stonestown, San Francisco State, City College, the Mission District and Third Street.

The 29-line will operate on 25th Avenue, Fulton, through Golden Gate Park on Crossover Drive, Lincoln, Sunset Blvd., Winston, 19th Avenue, then generally take up the existing 28 route to Balboa Park Station. However, the 29 will continue from there, travelling on Geneva, Mission, Persia, Mansell and San Bruno to the Fitzgerald-Gilman loop of the present 81.

Passengers who now use the 28-line to travel from Mission Street to Stonestown should take the 29 instead. Passengers who travel to 19th Avenue should transfer to the 28 at San Francisco State. Those passengers on the Fitzgerald-Gilman loop will be on the 29 instead, and will be able to transfer at various points to the new 54 line.

36
TERESITA

From Forest Hill Station to Balboa Park Station

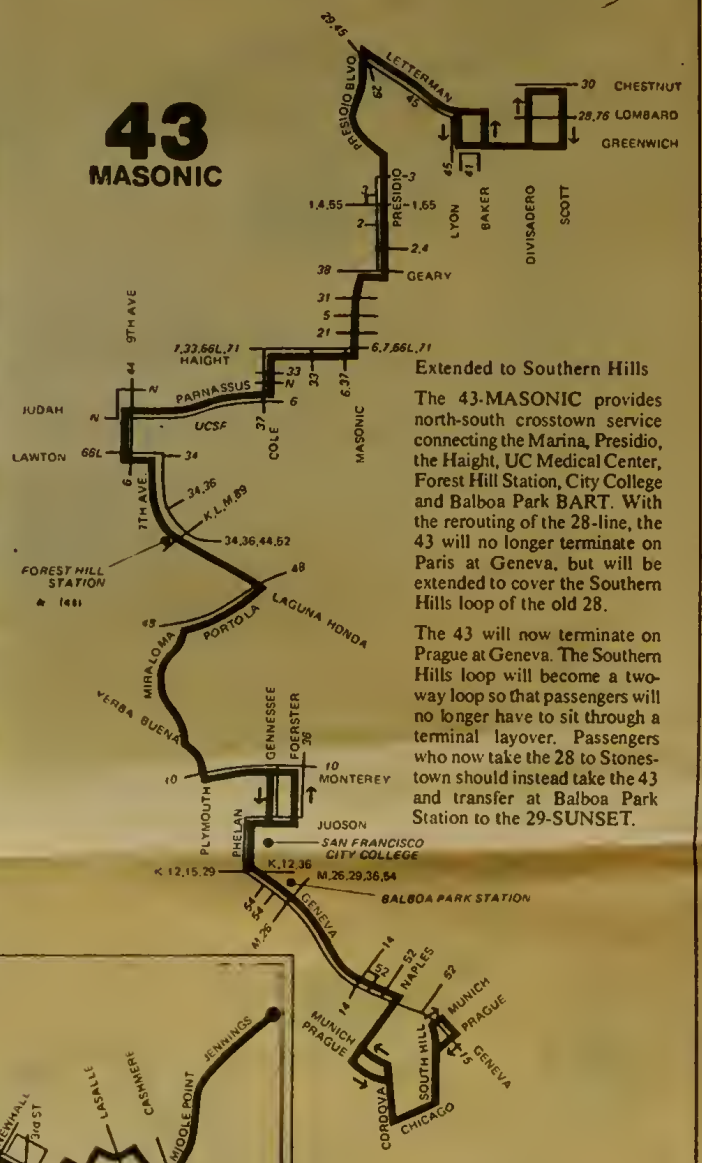
In response to neighborhood requests and in order to improve operations near Forest Hill, this line will now terminate at Balboa Park Station rather than in Daly City. Passengers who currently use the 36 on Mission Street to go to Forest Hill and City College should now use the 14 and 43.

45
GREENWICH

Conversion to Electric Trolley Coach

The 45-GREENWICH will be converted experimentally from a motor coach to a trolley coach line. In so doing, the line will be rerouted from Greenwich to Union Street between Van Ness and Lyon. A shuttle bus will be operated between the Presidio Gate and Presidio bus terminal every 10 minutes. This conversion, which responds to community use and desires and MUNI plans, will be evaluated at a later date.

43
MASONIC

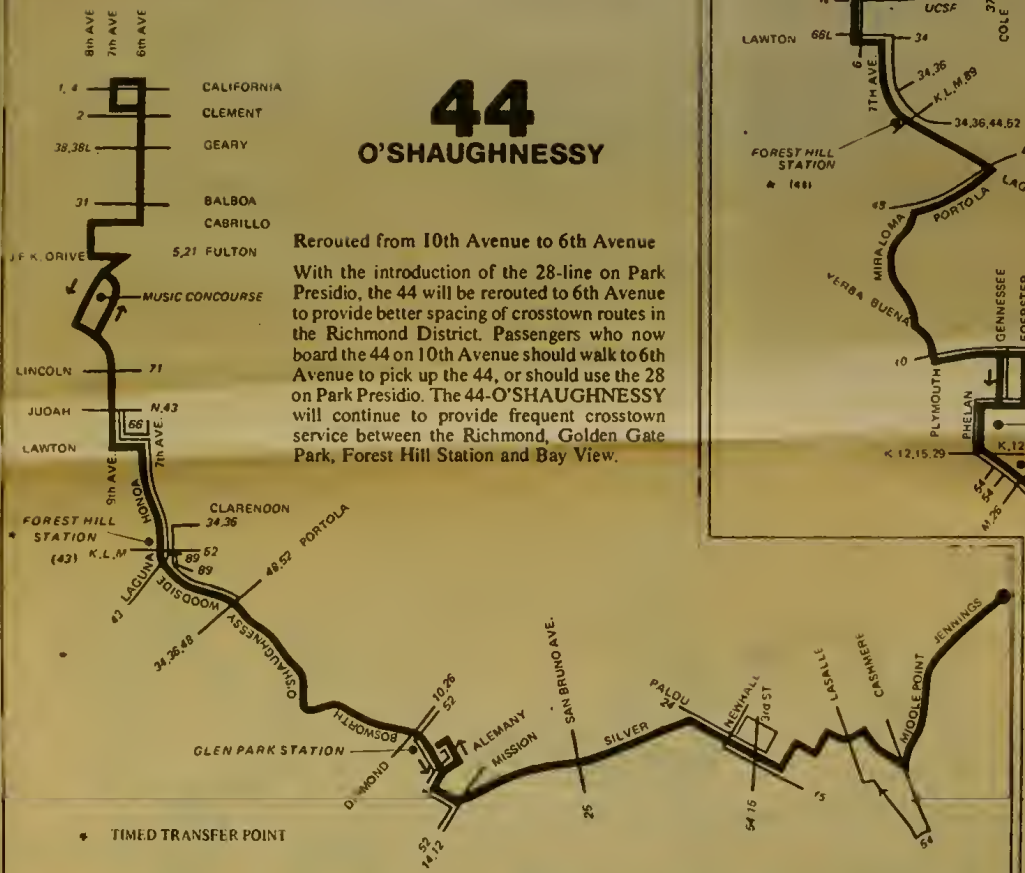


Extended to Southern Hills

The 43-MASONIC provides north-south crosstown service connecting the Marina, Presidio, the Haight, UC Medical Center, Forest Hill Station, City College and Balboa Park BART. With the rerouting of the 28-line, the 43 will no longer terminate on Paris at Geneva, but will be extended to cover the Southern Hills loop of the old 28.

The 43 will now terminate on Prague at Geneva. The Southern Hills loop will become a two-way loop so that passengers will no longer have to sit through a terminal layover. Passengers who now take the 28 to Stonestown should instead take the 43 and transfer at Balboa Park Station to the 29-SUNSET.

44
O'SHAUGHNESSY



Rerouted from 10th Avenue to 6th Avenue

With the introduction of the 28-line on Park Presidio, the 44 will be rerouted to 6th Avenue to provide better spacing of crosstown routes in the Richmond District. Passengers who now board the 44 on 10th Avenue should walk to 6th Avenue to pick up the 44, or should use the 28 on Park Presidio. The 44-O'SHAUGHNESSY will continue to provide frequent crosstown service between the Richmond, Golden Gate Park, Forest Hill Station and Bay View.

* TIMED TRANSFER POINT

* TIMED TRANSFER POINT

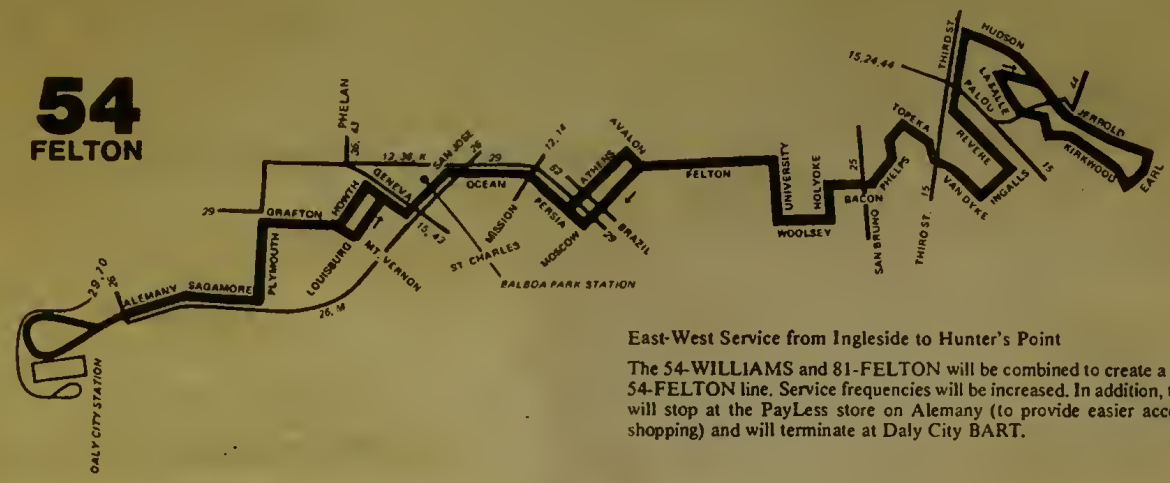
48
QUINTARA/ 24TH STREET

New East-West Crosstown Service Connecting the Sunset with the Mission and Potrero Hill

The 48 will be a major feeder line, giving residents of the Sunset, Mission and Potrero Hill Districts more convenient access to three MUNI Metro lines at West Portal, to the J-line at Church Street, and to BART at 24th and Mission. Beginning at West Portal Station, this new line will run along the route of the present 11 to Church Street, and then along the route of the present 35 to Third Street. Passengers who now take the 11-HOFFMAN during midday hours should take the 48 to Mission Street and then board BART or the 14-MISSION line, or they may transfer to MUNI Metro J, K, L or M lines for a swift ride downtown.

For the time being the 48 will terminate at West Portal Station. In the future, 48-line service will be extended along Quintara to the Beach during the hours when service needs call for it.

54 FELTON



East-West Service from Ingleside to Hunter's Point

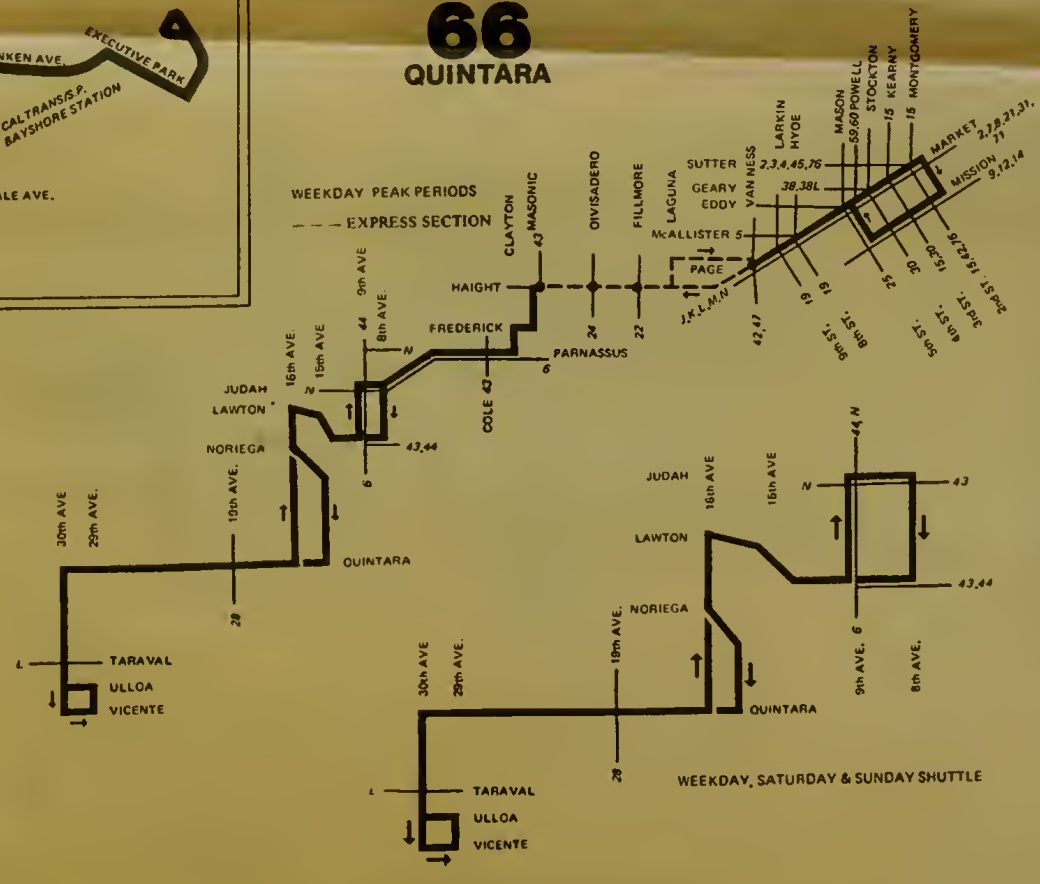
The 54-WILLIAMS and 81-FELTON will be combined to create a single 54-FELTON line. Service frequencies will be increased. In addition, the 54 will stop at the PayLess store on Alemany (to provide easier access to shopping) and will terminate at Daly City BART.

56 RUTLAND

Community Service in Visitacion Valley

With the introduction of 29-SUNSET service, the 56 will terminate at Mansell and San Bruno. Passengers wishing to travel west along Mansell should transfer at this point to the 29-line. The 29 will provide the direct service to Mission Street via Mansell that the community has long requested.

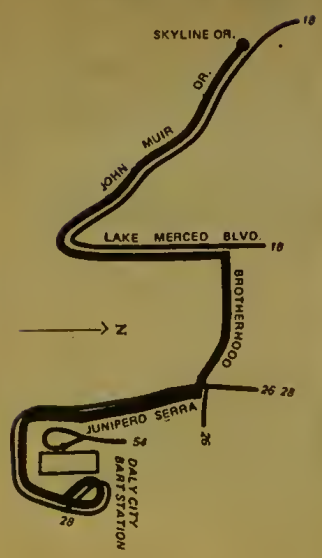
66 QUINTARA



Downtown Service from the Sunset During Peak Hours

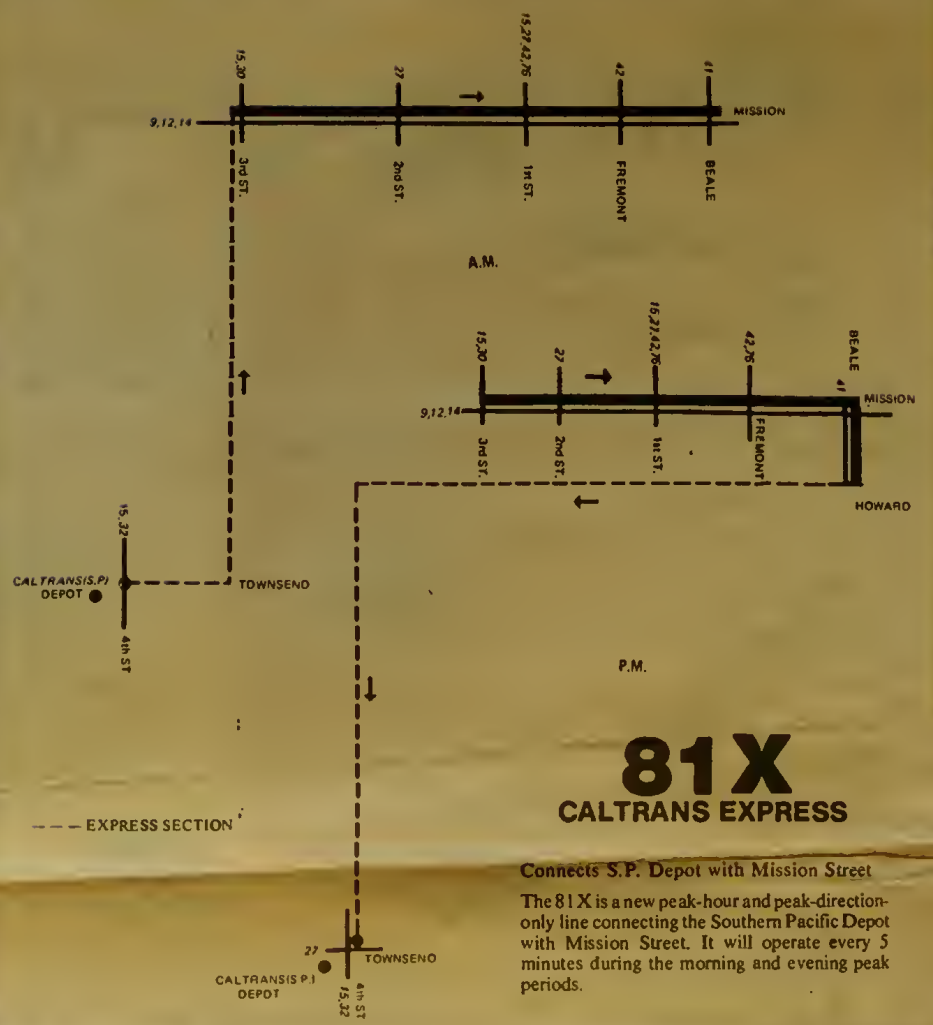
The 66-line will provide downtown service from 30th Avenue and Vicente during peak hours and in peak direction only, and will provide shuttle service to 9th Avenue and Judah during off-peak hours. Non-peak hour passengers are encouraged to link up with the MUNI Metro's N-JUDAH or L-TARAVAL lines for a faster ride downtown.

70
LAKE MERCED



Peak-hour Service to Daly City BART

The new 70-line will provide peak-hour, peak-direction-only service from Skyline and John Muir Drive to Daly City BART via Brotherhood Way. This line will operate on a regular 20-minute frequency. Passengers who currently use the 70 for travel within Park Merced should instead use the 17-line. Passengers travelling to downtown from Lake Merced may also use the 18-line and transfer to the M-OCEAN VIEW on 19th Avenue.

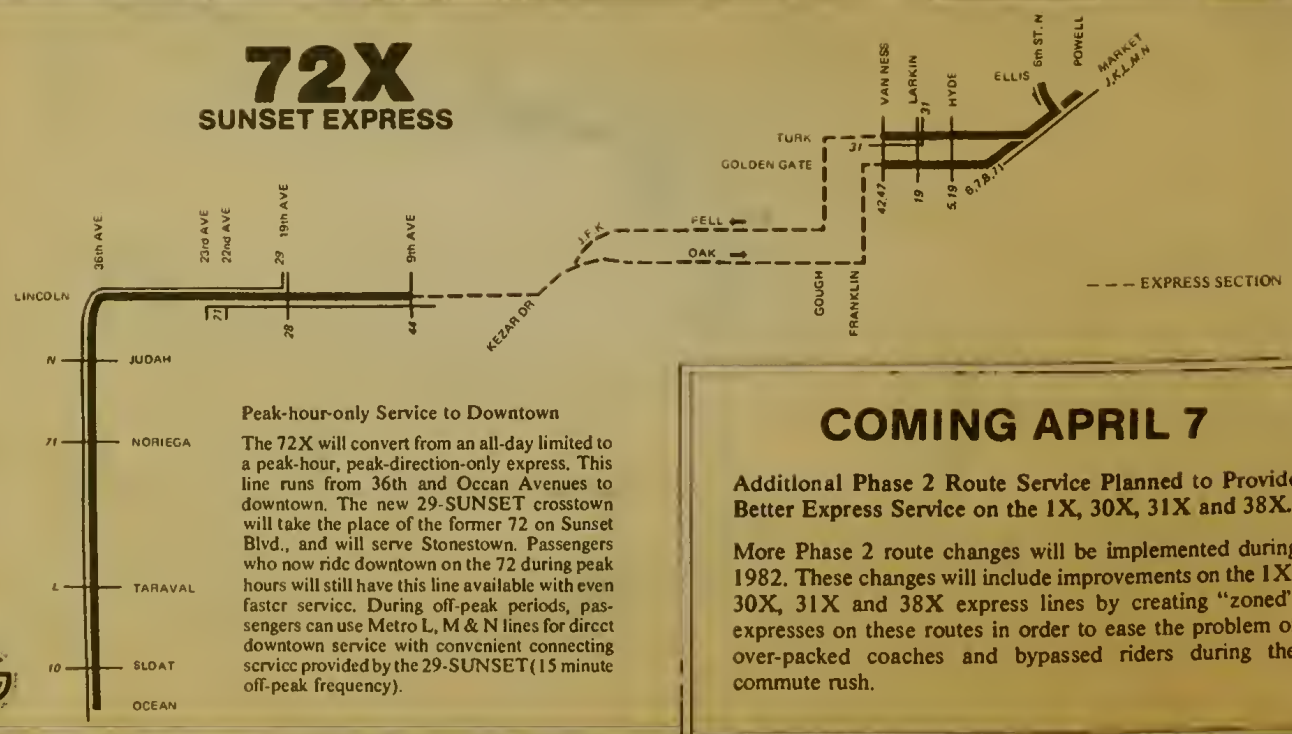


81X
CALTRANS EXPRESS

Connects S.P. Depot with Mission Street

The 81X is a new peak-hour and peak-direction-only line connecting the Southern Pacific Depot with Mission Street. It will operate every 5 minutes during the morning and evening peak periods.

72X
SUNSET EXPRESS



Peak-hour-only Service to Downtown

The 72X will convert from an all-day limited to a peak-hour, peak-direction-only express. This line runs from 36th and Ocean Avenues to downtown. The new 29-SUNSET crosstown will take the place of the former 72 on Sunset Blvd., and will serve Stonestown. Passengers who now ride downtown on the 72 during peak hours will still have this line available with even faster service. During off-peak periods, passengers can use Metro L, M & N lines for direct downtown service with convenient connecting service provided by the 29-SUNSET(15 minute off-peak frequency).

COMING APRIL 7

Additional Phase 2 Route Service Planned to Provide Better Express Service on the 1X, 30X, 31X and 38X.

More Phase 2 route changes will be implemented during 1982. These changes will include improvements on the 1X, 30X, 31X and 38X express lines by creating "zoned" expresses on these routes in order to ease the problem of over-packed coaches and bypassed riders during the commute rush.